Galt Traffic

Galt Airport, Greenwood, IL (10C)

The monthly newsletter from Galt Airport and EAA Chapter 932 July 2012

Picture of the Month

According to Grandpa, Carly (left) and Mallory Hill (right) learned more about CG by moving the adjustable weight on their gliders than they would have by reading 20 boring pages on the subject of weight and balance. Photo taken by Jeff Hill, Sr. at the Big Foot fly-in.

Monroe's Misfire

By Captain Dave Monroe

The Aerostars started the 2012 season short of the normal "Bang."

Our "Sun 'n Fun" performance had to be canceled due to an inner ear infection that grounded Lead Pilot Harvey Meek. Paul Hornick and I ended up taking the airline down to Lakeland, FL, to attend our team's sponsorship commitments. The team had been contacted a few weeks before "Sun 'n Fun" by "The Aviators," a PBS television show that has become quite popular in Canada and now here in the United States.

The Aviators wanted to do a segment on the team and we were more than anxious for the opportunity. The producers of the show were very accommodating with our situation and rescheduled the filming for a date later in May.

After Harvey regained his health, on May 12, we headed for Oshkosh, WI for a day of filming. The filming called for two performances; one afternoon performance followed by a twilight show. It was very odd flying in the AirVenture air show box for the EAA convention site was totally empty except for hundreds of stored newly manufactured military vehicles parked throughout the grounds.

The filming was very time-consuming because the producers wanted to film all aspects of the team's show preparation. The filming went off without a hitch and we made

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Editor's Note

July has to be the busiest month of the year for aviation events and as usual I am having trouble deciding which ones to go to. I wish I could just take the entire month off work and go to all of them. Maybe one of these days I'll do just that!

Among many other events, I am looking forward to EAA AirVenture 2012 in Oshkosh (July 23-29) and this year they'll be celebrating the 40th Anniversary of Van's RV Aircraft as well as the 75th anniversary of the Piper J-3 Cub.

New this year, the commemorative Air Force will be offering rides in their iconic Boeing B-29 bomber FIFI, the world's only remaining flying example of this aircraft. If you are interested and have some spare cash (between $600 and $1500), you can find out more at this link; http://www.formstack.com/landing/caf-eaa.

KidVenture will provide daily education and entertainment for the younger visitors including loggable flight instruction on a simulator, hands-on building projects, learning to fly radio controlled airplanes, and much more.

There will of course be the usual displays of warbirds, homebuilts, vintage and ultralight aircraft as well as daily forums, workshops and spectacular air shows including well known performers Sean D. Tucker and Mike Goulian.

The evening entertainment will include movies, live music, daily forums at the Theater in the Woods and a spectacular night air show with fireworks.

If you've been to AirVenture before (and for many of you it's an annual pilgrimage) you know what to expect. If this will be your first time, prepare to be amazed!

Beth Rehm, Editor

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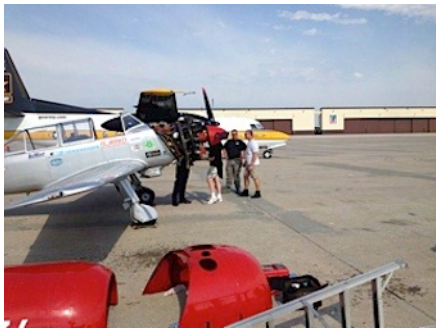
it back to Galt very late that evening. The show segment will be shown this September when the 3rd episode begins its fall season.

The following weekend we flew to Whiteman AFB (SZL) for the Wings Over Whiteman Air Show in Sedalia, MO. The base is huge and spectacular as it is the home of the B-2 bomber.

I was having a very intermittent engine miss that started in Oshkosh and we had attributed to a bad or fowled spark plug. I had cleaned and tested all the plugs prior to the Whiteman Air Show and replaced two plugs that I thought were the culprits. During the Whiteman practice show the problem reoccured.

Once again, we searched for the problem by buying a laser thermal tester at a local Napa Auto Parts store. We used the thermal tester to try to locate the cylinder with the cold spark plug. We pulled and cleaned all 18 plugs using the Air Force Base facilities. We ended up flying the two-ship show on Saturday as Pete Helms and I continued searching for the problem.

For those that have never met Pete, he is our "Bug Boy, Ferry Pilot" (that is spelled "F-E-R-R-Y," as Pete likes to say) Video man, and all around team helper with an A&P license. Pete also is a Captain for American Airlines and is a true asset to the team. I wish we could pay Pete what he's worth, but as we like to say,



Working on the engine at Whiteman AFB, parked next to the Golden Knights F-27.

Filming air show preparations for the TV show, The Aviators, at Whitman Regional Airport in Oshkosh, WI.

the Aerostars always are just one spark plug away from Chapter 11. We do take care of Pete's beverage tab while on the road (sometimes I think it would be cheaper to pay him a salary with a matching 401k plan.)

We only carry six spare plugs in our travel parts box so we worked on a process of elimination cleaning and replacing six plugs at a time. We had no way of testing the plugs since the Air Force long ago gave up on reciprocating engines. The Air Force did provide us with anything we needed including their bead blaster for plug cleaning. We ended up once again flying the two-ship show on Sunday; the two-ship show is identical with the exception of the opposing maneuvers and the heart piercing.

I test flew the airplane and it seemed to run fine, so I flew it back home. I was about 20 minutes from landing fat, dumb and happy talking on my iPhone through the Bluetooth of my Sennheiser S1 headset when it really started running rough. This time the roughness was not intermittent and it did not go away. I switched between mags to no avail and decided I would take it into Lake in the Hills, which just so happens to be the home of Lynn Hadler of Motive Services. Whenever we seem to have an unsolvable problem that is beyond our limited mechanical knowledge, we take it to "Big Dog." We gave Lynn the nickname "Big Dog" for his 20 years of working on Soviet era relics. Big Dog is one of our biggest fans and has worked tirelessly trying to keep all three aircraft up and running. There are no easy repair jobs when it comes to owning a Yak, and they always seem to break just a few days before a show.

We only had a week before our next show so I needed the airplane fixed as soon as possible. We did the standard procedures and checked compression, tested and re-cleaned all the plugs and we found nothing wrong. We pulled the mags and checked them internally and found the number one mag's coil to be burnt. Thinking this was the issue, we decided to replace both mags and perform a run-up and possible test flight. After startup I could tell immediately we were still elusive of the problem. The mag check was fine but there still was a definite miss at the higher power settings.

We did a thermal check of each cylinder again and found cylinder number four to be much colder than

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the rest. This was odd as it had been fine in Whiteman. We noticed number four had some oil leakage where the head to cylinder barrel meet. Compression was still very good but thinking this was the problem we decided to change the cylinder. After the cylinder was changed we were adjusting the valves and found the exhaust valve was not moving as you turned the propeller. Come to find out the roller bearing on the lifter had failed inside the engine. This kept the lifter from fully opening the exhaust valve; instead of a 9-cylinder radial engine I now had an 8-cylinder radial engine.

Lynn "Big Dog" Hadler and my good buddy "CA Ron" Kalemba installing the new engine.

After a few phone calls it was decided that repairing the engine on the firewall would be impossible. Well, can you say "Engine Change?" Thank goodness for a little foresight, for the team decided long ago to purchase two factory-overhauled engines and keep them as spares. We had about five days to complete the engine change and be ready for the Rockford Air Show. Thank goodness for lots of help from some real good friends that spent long hours slaving over a greasy pig.

First thing we had to do was round up a forklift, load up the new engine at Galt and trailer it down to Lake in the Hills. The old engine came off fairly easily. We bought the new engine out of Romania with all the options for a quick change. Well, it turned out that Romania's idea of a quick change was different than ours.

As we tried to mount the engine on the firewall, the engine-mounting ring that is attached to the engine was just slightly off by ¼ of an inch. This made bolt line-up impossible. Taking off the old engine ring requires pulling all the accessories off the backside of the engine. That means the mags, fuel pump, oil pump, and compressor must all come off twice - not only off the old engine but the new engine as well. Once this was completed the engine went on without much of a problem.

The hardest thing on an engine change is trying to determine which items you can reattach before you hang it on the firewall. It is much easier attaching safety wiring and bolting things to the engine when it is hanging right in front of you.

We completed the engine change in three days and spent another two days repairing things that worked before the engine change but didn't work afterwards… such as prop governor, throttle linkage and smoke oil switch.

We made the Rockford Air Show with a day to spare. The new engine ran well but it still had a few small "squawks" that would need to be repaired prior to the next weekend show in Gaylord, Michigan.

Thanks to all my good friends that came to the team's rescue and worked tirelessly to get me back in the air. We hope to see you sometime this summer at one of our upcoming shows. Until then, fly safe.

After installing the replacement engine, Mike, Ron and Lynn getting ready for the first start.

***Dave Monroe** flys Right Wing for the Aerostars Aerobatic Team and is currently a B-767 pilot for a major airline with experience as a Check Airman, CFI, Advanced aerobatic competition pilot and Certified Aerobatic Judge.*

Lake Lawn Revisited

By Captain Jean Forni

Lake Lawn Lodge…….. Do you remember all those fly-ins we used to do there not so long ago for their fabulous Sunday Brunch? That was always the go to place to take someone with the golf course and resort right across the street from the airport. Unfortunately a few years ago as the economy worsened, Lake Lawn Lodge fell upon hard times, got a little run down, and even closed for a while. Well, I am here to tell you that Lake Lawn Lodge is back in full force!!

First things first: C59, the airport. The north/south 4400' runway is open from April 1st to November 14th and is in fairly good condition with a few weeds coming up through the cracks. The FBO is unattended and has no services.

When we spoke with a resort representative, we asked about the future of the airport. The resort acknowledges that the airport is a great asset, and they do plan on improving it, but that is not a high priority on their list. They want to get the resort up and thriving again, then they will address the airport issues.

Right across Highway 50 from the airport the 283 room resort sits on 273 acres adjacent to Lake Delevan.

The 18 hole golf course consists of a healthy 6326 yards from the blue tees and a respectable 5054 yards from the red tees, with weekend rates reasonable at $35 to walk 18.

There are two nice restaurants and a General Store on property as well. The Lookout Bar and Grill is a great place for lunch with outdoor and indoor seating by the pool and a view of the lake. They offer sandwiches, salads, and burgers.

If finer dining is what you are looking for, try the Frontier Restaurant for a cozy meal with a glorious lake view. The evening we were there, they had various fire pits going and we saw several people making S'Mores.

There's also a marina with boat rentals, tennis courts, mini golf, spa and even banquet facilities. The new owners are doing a great job bringing the resort back to the jewel it once was.

Lake Lawn Resort at Lake Delevan, WI. The runway for C59 can be seen at the top of the picture.

Another option for dining off the resort is a restaurant called Waterfront Pub and Eatery. This is about a 15 to 20 minute walk from the airport depending on the route you take. You can turn left out of the airport and walk along the shoulder of Highway 50 to Waterfront (it's on the same side of the road as the airport) or you can take an extra five minutes and have a more peaceful walk through the resort, along the lake, past the marina, to the end of the resort where you will see the white sided Waterfront Pub across a very short field.

Without any trouble we found a nice, beaten down path leading through the field letting out on Highway 50 right across from the restaurant.

For your beer loving passengers, Waterfront offers about 20 nice beers on tap - the Scotch Ale and the Milk Stout were my favorites! The menu offers a nice variety of sandwiches, salads, appetizers and entrées. It also has a screened in porch area and outdoor seating upstairs during the nice weather.

I think it's about time we make some new memories and put good 'ol C59, Lake Lawn, back on our radar as a great place for a fly-in or maybe even a place to spend the weekend.

***Jean Forni** is a Captain on the Airbus A320 with United Airlines and a CFII. She has accumulated 15,000 hours over 30 years and together with her husband Bob, owns a 1976 Beechcraft F33A Bonanza (N2203L) which they keep at Galt. Jean joined EAA Chapter 932 in September 2010.*

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AUGUST 18, 2012

SPONSORED BY
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Galt Airport (10C), 5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097.

Professional Opinions

"Cool Tools" for Student Pilots

By Captain Arnie Quast

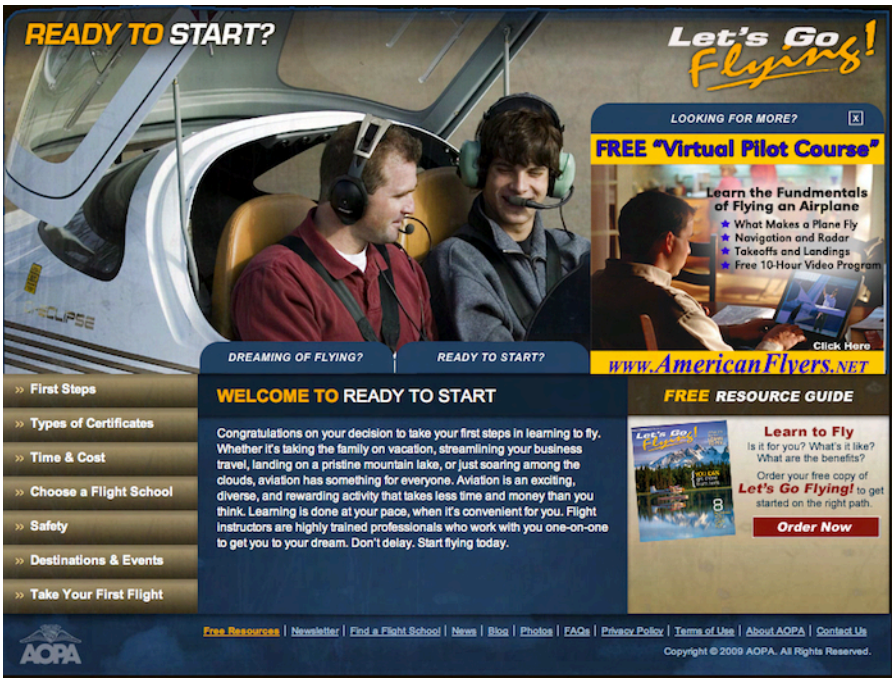
Recently I visited the Aircraft Owners and Pilots Association (AOPA) display tent at Sun 'n Fun Air Show in Lakeland, Florida. I always enjoy visiting AOPA at various venues to further come up to speed on all the good things that they, along with organizations such as EAA are doing to enhance, promote, and preserve general aviation.

I am a big fan of everything AOPA has to offer. Aside from being involved with EAA, a membership with AOPA is priceless to anyone involved in general aviation. The cost to join is only $40 per year, and the main website can be viewed at www.aopa.org.

On this last visit with AOPA some folks that I am acquainted with at AOPA spent time showing me some recent websites they have designed to encourage people to get into flying, and stay encouraged and informed once they start training. Two of the website products that really caught my attention were "Let's Go Flying", and "My Flight Training." The information on these websites is totally free, and is worth taking time to check out.

First off let's take a look at Let's Go Flying. As a general aviation and airline pilot, I quite often have people come up and ask me how to get involved in flying. I feel that I can answer many of their questions, but it is impossible to provide every little detail of information in a short amount of time.

Let's Go Flying can be viewed at www.letsgoflying.org. This website walks through all the questions one needs to know if they are thinking about flying, want to get started, and finally get general support with various resources once they are involved in training.



Key topics include choosing a flight school, flight instructor, training program, training aircraft, career paths, and medical considerations to name a few. The information is interactive and very easy to read. It is one stop shopping to make educated choices with getting involved in flying.

"My Flight Training"at www.myft.org is designed for student pilots to track their progress and enhance their knowledge of each phase of their flight training curriculum. I really wish that I had a resource like this available many years ago.

Open only to student pilots, My Flight Training tracks a participant's progress with six key milestones;

- First flight
- The student pilot certificate
- First solo
- The written exam
- Solo cross-countries
- The practical test

Students come to the site and enter the successful completion of a milestone. The milestones help to break the flight training journey down into manageable stages, while making sure that in addition to celebrating the end goal of a pilot certificate, other successes along the way are acknowledged and celebrated.

My Flight Training also puts into action key attributes of AOPA's extensive research around the optimal flight training experience. The research report can be found online, and concluded that student support is key to success in training completion. MyFT puts a strong emphasis on information sharing and focuses on providing useful and relevant information at each milestone. Much of the content is linked to many of the online courses and safety pilot bulletins found within AOPA's Air Safety Institute. I

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have personally viewed many of these items, and find them to be outstanding resources and many qualify for credit in the FAA WINGS Pilot Proficiency program.

Through stories and access to the AOPA Pilot Information Center, students have additional support tools available to them 24/7. MyFT also embraces the importance of community and provides opportunity for recognition and social connection.

Participants can upload photos and details of their milestones on MyFlightTraining, their own Facebook page, or the My Flight Training Facebook page.

The journey on My Flight Training includes incentives as well. Anyone who completes an introductory flight will be offered a free logbook. Every student that successfully solos and enters the information into their MyFlightTraining account gets a free first solo T-shirt that features a dotted line on the back of the shirt for an instructor to cut to ensure that the "shirttail" tradition stays alive. There's a monthly sweepstakes where any student who enters a milestone could win a $1,000 toward their flight training.

My Flight Training is completely free for student pilots, and participants do not have to be AOPA members to join. Those who are already student pilots can see an overview of the program from the Demo Video on the home page.

Overall, there are many other good sources of information available to help people pursue the dream of flying. These are two of the most recent products available that in my opinion are worth taking a look at even if you are already a licensed pilot.

Fly safe, and have fun!

Arnie Quast *is a Captain on the Airbus A320 for United Airlines and a member of EAA Chapter 932.*

APP OF THE MONTH

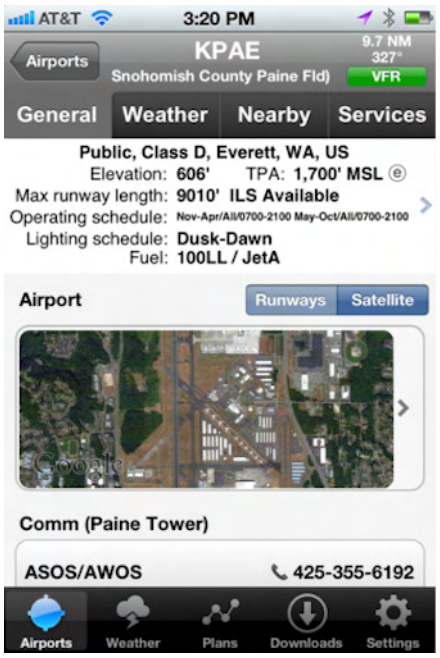
AOPA FlyQ

This is another app that I have on my iPhone and it is available free to AOPA members. FlyQ replaces the AOPA Airports app and combines an airport directory with weather and flight planning capabilities.

Search for an airport and the app displays runway, frequency and navaid information as well as a satellite view of the airport and details about the services offered.

Weather data includes METARs, TAFs and Nexrad images and automatically requests an official DUAT weather briefing.

The flight planning feature allows you to enter multiple pilot and aircraft profiles and create, save and file flight plans direct from your iPhone or iPad. The powerful auto-routing flight planning capability will optimize a route based on forecast winds aloft and aircraft performance parameters.



Young Eagles Pilot Credit Program

By Esther Medina, EAA Chapter 932 Young Eagles Coordinator

The EAA's Young Eagles Pilot Credit program is a great way for pilots to know they're contributing to support a young person's interest in aviation. Thanks to the continuing success of the "Gathering of Eagles" fundraiser at AirVenture, Young Eagles 2012 credits are again valued at $5.

For those of you not familiar with the credit program, pilots who fly and register 10 or more Young Eagles in the prior calendar year are awarded one credit for each flight.

For example, if a pilot flew and registered 10 Young Eagles during 2012, they would receive 10 credits to spend in 2013; if they flew 58 Young Eagles they would receive 58 credits, etc.

Credits can be used to help offset the cost of sending a Young Eagle to one of the EAA Air Academy sessions. Also, the credits can be used to enhance the Chapter 932 Young Eagles program.

EAA Chapters may also use credits to apply for cash reimbursement of costs directly associated with the promotion, enhancement and execution of their local Young Eagles activities.

Credits however cannot be used for the compensation of individuals, for the provision or subsidy of fuel and oil, for construction projects, for flight instruction, or for any other activities that are not directly associated with the promotion, enhancement or execution of a local Young Eagles activity.

As was stated by the EAA Young Eagles National Coordinator, we sincerely thank the many individuals and companies who stepped forward to donate the funds that are helping to expand and continue the Young Eagles credit program. In so doing, they have helped EAA Chapters and members foster and promote aviation among young people.

You can find more information about the EAA Young Eagles program and the pilot credit program at http://www.youngeagles.org. If you are interested in volunteering for or attending a Young Eagles rally please contact Esther Medina by phone at (815) 420-5049 or email youngeagles@eaa932.org.

Galt Traffic Classifieds

PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C). Asking $58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffryHill@sbcglobal.net.

CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact **Jean Forni** at forniflyer@aol.com.

TECHNICAL COUNSELOR WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

CLASSIFIED ADVERTISING

For non-members the advertising rates are $10 per month or $100 for 12 months. Please contact the editor to discuss your advertising needs at editor@eaa932.org.

Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

Over the last few weeks, our little airport has been in the newspaper quite a bit. It seems that our local news reporters have been monitoring the auction date for Galt Airport and, as it rapidly approached in mid June, started taking interest in what was going to happen to Galt. You know, (cue ominous music) would Galt survive???

Oddly, this last auction date was actually the fourth to come and go. Each time the date approaches, Harris Bank postpones the sale and moves it another month down the road. I'm not certain as to why this last auction generated more media interest than the first three but, quite honestly, I haven't wasted much time worrying about it.

The fact is (despite all of the recent media attention) not much has changed with Galt Airport for quite a while now. The airport is still in foreclosure, but despite what you may have heard, isn't up for sale yet. It's reasonable to assume that Harris Bank is uninterested in taking on the liability associated with owning an airport, and therefore will continue to postpone auctions until they have a buyer in place. Until then, we remain in a holding pattern... the same one we've been in for over two years now!

With all that said, I hope no one is worried too much about the future of our airport. This place isn't going anywhere. Our land, buildings, and equipment are all best suited for, and best used as an airport, plain and simple.

I haven't heard a single person, on either side of this issue, argue anything but that. When the time is right, the airport will sell to a new owner, we'll write about it in the newsletter, and the airport will continue to move forward. I promise, when I know something, I'll pass on the word to you as soon as possible. Until then, I'm going to keep utilizing the greatest skill I've learned over the past few years, patience!

Scan this with your smartphone to see the EAA AirVenture 2012 Video Preview.

Click here if you don't have a smartphone.

Barnstormer Days Raffle Results

Congratulations to **Jim Derfus** on winning the raffle for a ride in a Yak-52, donated by **Neil** and **Andy Anderson.**

Barnstormer Days Preflight Challenge Winners

For the preflight challenge A&P **Brian Spiro** secretly messed up ten things on the flight school's Cessna 152 and we invited pilots to perform a preflight inspection to find the problems.

Saturday 1st Place: **Shane Stolarik**
Saturday 2nd Place: **Dave Spitzbart**
Saturday 3rd Place: **Veronica Van**
Sunday 1st Place: **Tom Lynch**
Sunday 2nd Place: **Dave Monroe**
Sunday 3rd Place: **Howard Norber**

Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

While contemplating the mechanical innards of various planes he was working on this month Brian got to thinking that as an A&P he is lucky that he gets to see a lot of the insides of airplane parts that the rest of us don't.

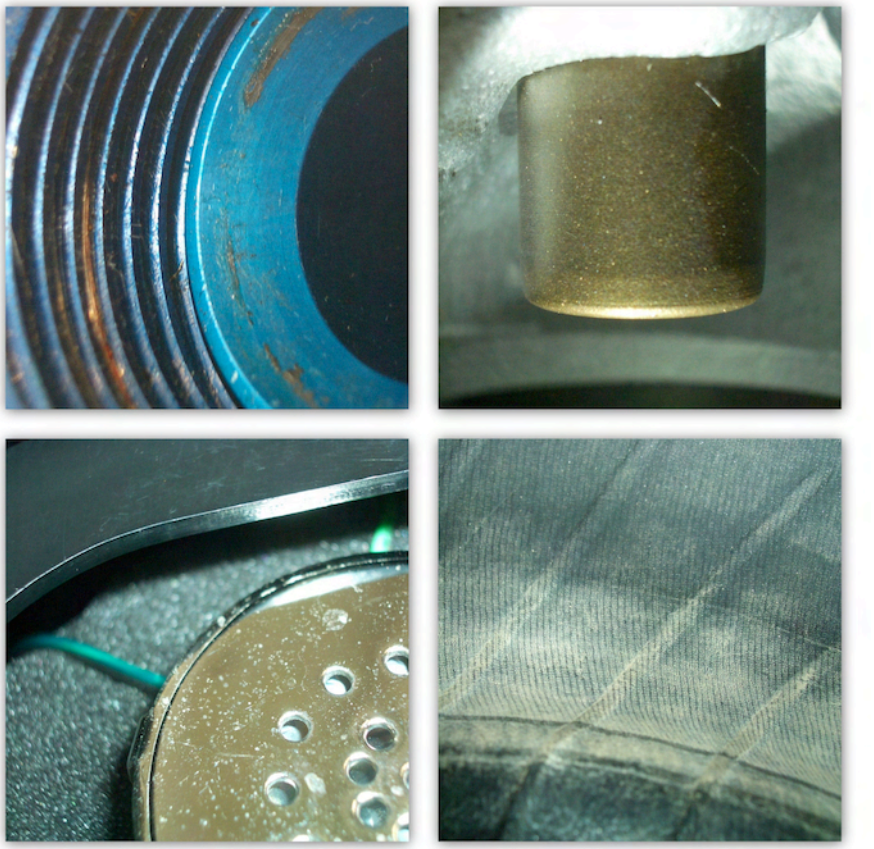
Being of such a kind and generous nature, our trusty mechanic wants to share these experiences with our Galt Traffic readers.

As you will see from the pictures on the right, Brian went to a lot of trouble to take some close up photographs for us.

"But where are the captions?" I hear you ask. Unfortunately Brian "forgot" to tell us what these parts are!

If you recognize any of the pictures, please write to Brian and tell him what these parts are, at maintenance@galtairport.com.

The winner of the July puzzle will receive a much coveted JB Aviation baseball cap - yet another very cool fashion statement from the Galt Airport Summer Collection!



June Brainteaser Answer

Last month if you remember, on his way to lunch Brian had noticed an equal number of airplane types on the ramp and counted a total of 126 cylinders between them. (I know what you are thinking... only a mechanic would count the darn cylinders!)

If you are still trying to work out the math from last month, here is how Brian came up with the answer.

As there were an equal number of Cubs, C-182s and Apaches , for one of each there would have been a total of 18 cylinders. You needed to divide 126 by 18 to get 7 of each airplane. Since there were three airplane types you just multiply seven by three to get the total number of 21 planes on the ramp.

The winner of the June puzzle was **Dan Johnson** who is the lucky winner of the JB Aviation t-shirt.

EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

Chapter 932's first Barnstormers fly-in went beautifully. We had lots of visitors- both pilots who flew in and people dropping by from the community. Additionally, **Gypsy Air Tours** did a great job giving lots of rides and was a big draw for our event. I would like to thank all the chapter members, **JB Aviation**, and the **Civil Air Patrol**, who pitched in to make it so successful. All of our volunteers worked really hard. Also, thank you to **Aircraft Spruce** and **Knots2U** for their generous support.

Photo by Beth Rehm.

Photo by Bill Miles.

The fly-in was lots of fun and helped advance the goals of our Chapter. It was a great opportunity to promote and encourage recreational aviation and to foster fellowship among EAA members and the aviation community. Further, events like this help to sustain and grow Galt Airport by promoting safe aviation and a pleasant environment. Mission Accomplished!

I always find myself bragging about the things our Chapter can accomplish and what Galt Airport has to offer. The fly-in is just one more example. Congratulations and thanks to everyone who made it happen! Let's not rest on our laurels, however. All events at the airport aid in our EAA chapter goals and the next big one is JB Aviation's annual Flour Bomb Drop in August. They will need many volunteers and participants to make it a successful event. Here's to the beginning of a great summer at Galt Airport!

Bruce Schottland

Photo by Jeff Hill, Sr.

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EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (http://www.eaa.org) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at http://www.eaa932.org.

Galt Airport/EAA 932 Calendar of Events

July 14	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
August 11	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
August 18	Galt Airport Flour Drop Competition, Galt Airport (10C) 10 a.m. to 5 p.m.
September 8	EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
October 13	EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
November 10	EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

See the Chapter 932 web site at http://www.eaa932.org. for a complete list of events for Galt Airport and EAA Chapter 932.

Other Aviation Events

July 3	Aerostars perform at the Dubuque Air show, Dubuque, IA (www.teamaerostar.com)
July 4	Dupage Pilots Association Fly-out to Pancake Breakfast at Ogle County (C55), 9:00 a.m.
July 7	Hangar Dance at Wisconsin Aviation, Dane County Regional, WI (MSN), 7:00pm - 10:30pm. "Ladies Must Swing" Orchestra, tickets $20. Contact Don.Winkler@wisconsinaviation.com.
July 7	Wings and Wheels of Kenosha Fly-in/Drive-in/Open House, Kenosha, WI (ENW). Pancake breakfast 7-10am, BBQ lunch 10am-2pm, Car show 9am-4pm (wingsandwheelsofkenosha.com)
July 7-8	Aerostars perform at the Gary South Shore Airshow, Gary, IN (www.teamaerostar.com)
July 8	EAA 1414 Fly-in/Drive-in breakfast and Young Eagles Rally. Poplar Grove, IL (C77). 7am-Noon.
July 12-15	Annual Balloon Rally & Glow, Wausau, WI (AUW). (www.wausauballoonrally.com)
July 13-15	B-17 Tour Stop at Wisconsin Aviation, Madison, WI (MSN). (http://www.b17.org)
July 15	Ice Cream Social/July Chapter Meeting, EAA Chapter 95, Hangar 77, Morris, IL (C09). 6-10pm.
July 15	East Troy Airport Open House, East Troy, WI (57C). (www.eaa.org/calendar/eventdetail.aspx?id=12163)
July 14	Dupage Pilots Association Fly-out to Grand Geneva Resort, Lake Geneva, WI (C02), noon.
July 14 - 15	IAC Robert L Heuer Classic, DeKalb Airport (DKB), DeKalb, IL. (www.iacchapter1.org)
July 19-21	EAA Chapter 431 37th Annual Pietenpol Fly-in, Brodhead, WI (C37) (www.pietenpols.org)
July 21	Fly-in Fish Boil at Washington Island, WI (2P2). 11am-1:30pm. Contact isletec@newwis.com.
July 23-29	EAA Airventure, Oshkosh, WI (http://www.airventure.org)
August 3 - 5	IAC Hoosier Hoedown, Kokomo Airport (OKK), Kokomo, IN. (www.hoosierhammerheads.com)
August 18	Dupage Pilots Association Fly-out to Chanute Air Museum, Rantoul, IL (TIP), 10:00 a.m.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

07/11/12, 7:00 p.m.	Aircraft Control in Spins (Wings Credit)	Benjamin Freelove
08/08/12, 8:00 p.m.	Engine Monitors (AMT and Wings Credit)	Mike Busch
09/05/12, 8:00 p.m.	All About Spark Plugs (AMT and Wings Credit)	Mike Busch

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Galt Airport Information

Galt Field Airport

5112 Greenwood Road

Greenwood/Wonder Lake

IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

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Phone: (815) 648-2433 Email: FBO@galtairport.com

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AVGAS

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$5.56

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